# SALT LAKE NOT PORT OF ENTRY

Former Customs Official Talks Entertainingly on City's New Federal Office and Its Benefits.

Recent Congressional action making Salt Lake City a customs port has made many persons curious. They want to know what advantage the city will derive from such action and what the newly appointed Collector of the Port of Immediate Transportation is

Knowing that Mr. William H. Alexander, now a citizen of Salt Lake, was for several years a Surveyor of Customs at Omaha, and that he had made an exhaustive study of the cus-

made an exhausitive study of the customs service, a reporter for The Tribune sought and obtained a very interesting and timely interview with Mr. Alexander on this subject. What Mr. Alexander had to say to the reporter covers the points very generally inquired into by Salt Lakers.

"The real advantage to Salt Lake City in making this a customs district," said he, "cannot be told in a few words. The prime benefit, however, is had through the advantages of direct importation of merchandise. Information on the many points touching this matter should be furnished by the surveyor to the local merchants or a proper interest may not be displayed. The force of this suggestion can be better illustrated by my own experience. Salt Lake Not Port of Entry. Salt Lake Not Port of Entry.

"During the four years or more which as Surveyor of Customs, I cheerfully gave my services to the Federal Government, in exchange for he customary emoluments, there were frequent inquiries concerning the du-ties of customs officials, the details of importation, and the several kinds of customs ports and offices. As I shall explain to you Salt Luke is not and cannot be made a "port of entry," being a long way from the coast and the

border.
"In the earlier dealings of our people with foreign nations, all commer-cial transactions were carried on at the seaboard. Imported merchandise s received, examined, appraised, d duties determined and collected, the several ports of first arrival. As the trade of the country developed and large business centers like Pitts-burg, Cincinnati and St. Louis were built up far inland, it became very burdensome and was a great inconven-tence to inland importing merchants, to pay duties and attend to other details of importation at the scaboard.

As a partial relief, sub-ports in charge of deputies, were established at various small points along the coast, and later on regulations were framed by the Treasury department under which merchandise could be examined and duties determined at the port of ori-ginal entry, then forwarded in bond to ultimate destination inland. There the a customs official. These inland points were called ports of delivery.

Desire of Inland Importers.

What was chiefly desired by inland eporters was to have their merchan-ie forwarded without being opened for examination or otherwise dis-turbed or delayed, leaving all those details, together with the assessment of duties, to be performed at the place of final destination. To meet this de-mand, Congress passed an act which conferred upon most of the more important seaports the privilege of for-warding merchandise, after prelimin-ary entry had been made, without ex-amination or appraisement, to certain of the larger inland cities. At these latter points Surveyors of Customs were appointed, with authority to per-form the duties which had previously been attended to at ports of first arrival. The cities to which these advantages had previously been extended are called ports of immediate trans-portation. In this list, I am told, Salt Lake City has been entered.
"As is frequently the case in such

matters, these privileges have sometimes been injudiciously bestowed, thereby creating ports at which the expense of operation largely exceeded the income, and sometime ago a bill was before Congress to abolish be-tween forty and fifty unimportant of-

### Three Kinds of Ports.

"We have, then, three technical designations, viz., ports of entry, where merchandise first arrives in the United States, and where original entry must be made by the importer, or some one duly qualified to represent him, one duly qualined to replace to either for consumption, warehousing, either for consumption, warehousing, or immediate transportation to some other customs district. I may add, parenthetically, that if no one appears to claim the merchandise within a brief period, it is sent to some warehouse under control of Government officials, and unless called for within one year or otherwise accounted for, it is sold at auction to satisfy the Gov-

ernment's claim for duties.
"Next come ports of immediate trans-portation, to which merchandise can be forwarded for examination and ap-praisement, without being disturbed at the port of entry. Being transported in bond means that goods arriving at New York, for instance, must be ac New York, for instance, must be accounted for by the collector at that port. If the importer desires to have them forwarded to another port, he must become responsible to the New York collector for duties. He must give bonds, usually in twice the amount, that the duties will ultimately be raid that the duties will ultimately be paid at point of destination. The goods can then be loaded for shipment, but they must be taken in charge by a common carrier, railroad steamboat company or other institution, which is also under bonds to the Government for safe de-livery to the customs officer at the port of final destination. In this way the duties are secured and the custody of goods is covered, so that the Gov-ernment takes no chances. Nearly all vallroad and steamship companies doing important business in the United States are bonded to cover such trans-

When the transported merchandise is finally entered for consumption, or warehoused under other bonds, certifi-cates are sent to the New York collector, notifying him of such disposi-tion, and the first bonds are canceled. Through all these several stages goods are under custom locks absolutely.

"Ports of delivery are those at which Ports of delivery are those at which the customs officer has little to do but collect duties already assessed elsewhere, deliver the goods and report the transaction. New York, St. Paul and San Francisco are ports of entry, Cincinnati, Omaha and, now, Salt Lake City, are ports of immediate transportation.

Great Growth of Business.

point in 1872 only \$10,000 in duties were collected there in the first ten yesta in 1888, when it first became

an immediate fransportation part, duties amounted to \$30,000. I took charge of the office in December, 1880, and the third year thereafter had increased collections to \$150,000, which made Omaha seventh in rank among in-terior ports. This item I mention to show a good result of personal effort among merchants and manufacturers by the surveyor. "Another item which perplexes peo-

ple not a little is the title of the chief customs officers at the several ports. At the larger seaports there is a col-lector, who is the head of the department, a surveyor, who has immediate supervision of all outside details, and a naval officer, who is practically the auditor. At the smaller ports and all auditor. At the smaller ports and all inland border ports no naval officer is required, and at interior ports only a surveyor is appointed, but he is clothed with all powers of a collector which are easential to the performance of duty, and is really the collector. It has been urged by the chief of the special exercised exercises that the form chi agents' department that the term collector be applied officially to all oblet customs at interior ports, and in time it will doubtless be done.

An Erroneous Supposition.

It is generally supposed that warehouses are furnished by the Govern-ment. This, however, is not the case, except such limited space as may be made available in or connected with the customs office, or so-called exami-nation rooms. The Government desires importers to take out their goods and pay duties upon arrival. If, however, as is frequently the case, the importer prefers to have the goods stored a while, he can make what is called a warehouse entry, or, if previously stored at port of original entry, a re-ware-housing entry. Then the merchandise may be deposited in a bonded ward-house, provided there be one, always under customs lock. The Government never relinquishes control of merchandise until duties have been paid. Goods May Be Removed at Will.

"Goods stored or warehoused can be sken out a little at a time, if desired, upon what are termed warehouse withdrawal entries, and duties paid only on the portion so withdrawn. This meth-od of handling imported merchandise, especially by the larger importers, has become so common that nearly every port where any considerable amount of importing is carried on has one or more bonded warehouses. Any person hav-ing storage room which meets the physical requirements of the Government can bond the premises, but all mer-chandise warehoused must be under di-rect control of the customs officers, and goods can be stored there except ch as have been imported and are

held for duties. "In this somewhat general way I have outlined the essentials of customs service at the several ports. The details of the process of importing, in-voices, bills of lading, entries, exami-nations and so on can be found in "Treasury Regulations of Customs Service," and should be looked into pretty closely by intending importers, in which, of course, they will get their chief aid from the customs officer of their respective ports."

#### MITT ARTISTS AGREE TO FIGHT TRUSTS

'Frisco Sluggers Go on Strike and Refuse to Fight for Purses Offered.

SAN FRANCISCO, April 9.-The amateur" boxers want more money and won't show again until they get it, say's the Chronicle. That was the ultimatum given out last night at the Pavilion Annex, where the Bay City club had advertised its monthly amateur boxing show. The lads who deserted settling the merger business at presthe protecting wing of the Pacific Athletic association in the hope of finding richer pickings with the lately formed league of clubs bearing the name of the California Amateur Athletic association, have gone on a strike and declared a boycott and a lock-out, and, worse than that, vengeance upon all who take their places.

"If any of youse rums fight tonight." came the orders before the crowd arrived, "and don't get beat in de ring, you'll get beat for fair in a dark, lonealiey after de show."

With this threat rattling the separate vertebrae of each individual "amateur," the boys carded to appear held out to a man. There was no show, but there was plenty else doing to furnish excite-ment for the patrons who attended. For, in the language of the fighters themselves, there is no "bunk" about this strike.

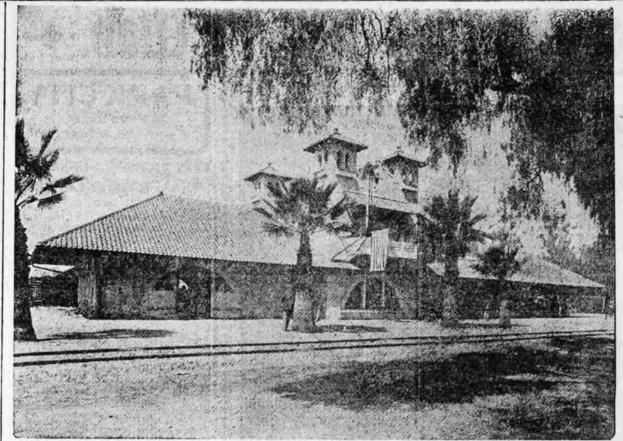
The "amateurs" have a grievance which they are not loth to air. They want more money. Instead of \$35 in orders upon some store and in medals, they want \$75 in good hard coin for the main event. For the special event they want \$50, which they say is a reasonable demand for "a good amateur." Green talent, which consists of "de guys wot aint showed before" and corresponds to the apprenticeship stage in other trades, must be guaranteed \$15. These were the demands of the These were the demands of the "amateurs," which the Bay City club refused to grant and which broke up

the show last evening.
"You see, on de low down," one of the fighters explained it afterward, "de new association aint been givin' us a square deal. We used to get as much as \$100 from de old association for de main event and never less than \$50 for de special. Dis new association won't give no more dan \$35, which ain't enough for a good amateur. We want some of dat maxuma dat dere makin' from us." It may be an item of interest to some

-the disclosure that the Pacific Athletic association sometimes gave "as much as \$100 for the main event, and never less than \$50 for the special." The "amateurs" who formerly held cards showing their "amateur standing" with that organization and who now hurl anathems at the outlaw organizahurl anathema at the outlaw organization claim this, and they are in dead

Last night's strike and boycott was conducted along regular lines. Pickets were out with the customary information about the unfairness of the house, and they made a line that reached for several rods down Hayes street. "Unfair house," was the cry but it did not fair house!" was the cry, but it did not deter a considerable crowd from buying tickets and entering the building. In-side an air of impending riot was heavy over the crowd. There followed a long wait, during which the management en-deavored to cajole the boys into appear-ing, and then an announcement was made that there would be no show, and

that money would be refunded to those who had purchased tickets. Billy McDonald is president of the amateur boxers' union, and Ted Wolfe "It may be interesting to note here is secretary. McDonald says the strike that while Omaha became a customs is in earnest, and is no "bunk."



SAN PEDRO DEPOT AT RIVERSIDE.

company's new station at Riverside. Although this is one of the most handsome structures, it is typical of all the stations along the Salt Lake road, in the Los Angeles division.

They are all built in the old Spanish is at 120 degrees

FOR THIS END

\* MOFFAT CONTRACTS

+ ty-seven miles long.

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Railroad Notes

of the Rio Grande Western, returned to town yesterday from the south.

inspecting the opening of the wool sea

The annual meeting of the Mis-

company of Texas was held here today. The old directors, Henry C. Rouse, Colgate Hoyt, A. A. Allen, J. N. Simpson, E. M. Reardon, O. T. Lyon, J. M. Lindsay, R. C. Foster and Myron T. Herrick, were re-elected. At the organizing meeting of the board

At the organizing meeting of the board

the State line to Sweetwater, Tex.,

where it will connect with the Texas & Pacific. The proposed route will be over the Texas & Pacific and to El

Paso, and thence over the Rio Grande, Sierra Madre & Pacific, which is about to pass into the hands of the Gould in-

Final surveys have been run and the

contracts have been let for the Gilpin & Clear Creek rallway in Colorado. This road will connect with the Moffat

cago, whence both systems will be op-erated in future. C. R. Gray, superin-tendent of transportation on the Frisco system, is to be general mana-

ger of the Frisco and the Eastern Illi-

with headquarters at Point, has succeeded him.

WILL HARRIMAN BUY

T is cut represents the San Pedro, mission style. As will be seen from the lilustration, this new departure in staillustration, this new departure in sta-tion building makes the most pictur-esque effect possible. It will be a arked change from the ramsbackle barns that mark some of the roads in the West. The roof and the flooring are all of red tiles and have the effect of looking cool when the thermometer

The large signs, "Salt Lake Road," make it very homely for Salt Lakers who travel in the South.

The internal furnishing of the stations is on a par with the exteriors, Every convenience is provided for passengers. Senator Clark and his associates are evidently bent on having a perfectly equipped road to their credit.

# DAVID H. MOFFAT



DAVID H. MOFFAT, the head of the Ben F. Nevins, general live-stock agent of the Rio Grande Western, has gone to Colorado to be away two weeks, and will make an extended trip syndicate which is building the structing it on the "expense no object"

Instead of going round the mountains in the continental divide he is going through them with the largest tunnel in the United States. The former alter-native would be a perfectly feasible plan, but it would entail a heavy grade. and the company are going to an ex-pense of \$4,000,000 to construct what will

The heavy cost will be caused by the nature of the ground to be tunneled. It consists of almost solid granite; and is said to be so hard that the dynamite the next two weeks

will hardly have any effect on it. The total length of the tunnel will be four miles. It will, besides being one of the ongest in the world, be the most per-

fectly equipped.

Four gangs of men will be at work at the same time, one from each end, and one each way from the middle, where a big air shaft will be sunk in a natural depression on the surface. Naturally, the very latest innovations in machinery are to be used in the construc-tion of this, which is one of the most stupendous feats of engineering even in modern times. The tunnel will be lighted by electricity, and electric mo-tors will be used to haul the construction trains.

The track is already laid as far as Quartz creek, and it is expected that some new contracts will be let within

all of the old officers were re-elected.

It is rumored that the Kansas City, Mexico & Orient, through its close relationship with the Gould interest, will not build its own line, but will use its track south of the State line to Sweetwater. Text. keep the cars at the ordinary comfortable temperature. This is a fair illus-tration of how demand increases with supply. The time was when a passener car having two candles for light ger car having two cannes for light and a small stove for heat was spoiling the passengers by according them un-reasonable tuxuries. But the desire for comfort grew with the efforts to supply the most exacting wants of passengers, and now no excuse of bad weather or of sectionics will induce travelers by railline at Pactolus, three miles east of Rollinsville, H. F. Carpenter, the en-gineer in charge, is one of the best-known engineers in the West. accidents will induce travelers by railroad that anything less than the luxurof the best hotels is due to them at all times. A. J. Davidson, the recently elected president of the Frisco system, has been made president of the Chicago &

The appointment of W. H. Chevers been made president of the Chicago & Eastern Illinois system, to succeed B F. Yoakum, R. R. Hammond, general manager of the Eastern Illinois, was elected vice-president, and is vice-president, and is vice-president, and is vice-president of the Frisco. He will have as general freight agent of the Harri-man roads in Ogden was confirmed in ident of the Frisco. He will have charge of the operation of both systems. His office will be moved to Chicago, whence both systems will be operated in future. C. R. Gray, supering the office of the offices have received an in-

### SPORTING BRIEFS.

SPORTING BRIEFS.

An apparently well authenticated report to the effect that the electric line of the Denver, Northwestern & Pacific is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men than in two between the big fellows. Then than in two between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men is due to two causes. First, there is more action in one fight between little men than in two two causes. First, there is more action in one fight between little men than in two causes

steel borseshoe, which is to be sold at auction and the proceeds applied to a fund for the benefit of Sullivan.

Fitzsimmons had some difficulty in procuring the material, preferring to make the shoe in the old-fashioned way out of a solid bar, instead of manufactured form, but finally got what he wanted.

Jack Monroe and Jim Jeffries may not meet before the Yossenite Athletic club to

Jack Monroe and Jim Jeffries may not meet before the Yesemite Athletic club to decide the world's championship June 1st, after all. At least it is certain that Eddie Grancy will not be the referee, notwithstanding the fact that he is named in the articles of agreement, as Harry Pollock, manager of Young Corbett and Jack Munroe, declares that he would call off the fight before he would give Grancy another opportunity to rob one of his men.

"As far as Grancy is concerned," said Pollock, "I would not let him referee the fight if he was the last man on earth, Grancy is a thief pure and simple; of all the rank decisions that one awarding Britt the fight was the worst. Why, Britt looked as if he had been through a thrashing machine at the end of the fight, and was in bed for the three days following, while Corbett showed hardly a mark of the battle.

"When the match between Jeffries and

while Corbett showed hardly a mara vithe battle.

"When the match between Jeffries and
Munroe was made Graney was selected as
referee, and Jeffries favored him above
all others. While out on the coast I explained my position to the club officials,
and I think the referee question will be
settled satisfactorily Munroe will start.
West next week and will train on the
coast for the Jeffries fight. I think he has
a good chance to beat the champion next
June, and will wager some on the outcome."

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